





Today's  
Advertisements.NORTHERN PACIFIC STEAMSHIP  
COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"  
FROM TACOMA, VICTORIA, YOKOHAMA  
KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo Impending: the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARROLL & Co.,  
Agents.

Hongkong, 21st April, 1896.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR SWATOW, AMOY AND TAIWANFOO.  
THE Company's Steamship.

## "THALES."

Captain Robson, will be despatched for the above Ports TO-MORROW, the 22nd instant, at Noon.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 21st April, 1896.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship.

## "NAMOA."

Captain Hall, will be despatched for the above Ports on THURSDAY, the 23rd instant, at Daylight, and not as previously notified.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 21st April, 1896.

CHINA NAVIGATION COMPANY,  
LIMITED.

## FOR TAMSUI.

THE Steamship

## "FOOCHOW."

Captain Blackburne, will be despatched on THURSDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 21st April, 1896.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR AMOY AND TAMSUI.  
THE Company's Steamship.

## "HAIMUN."

Captain Barber, will be despatched for the above Ports on THURSDAY, the 23rd instant, at 10 A.M.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 21st April, 1896.

CHINA NAVIGATION COMPANY,  
LIMITED.

## FOR TIENTSIN.

THE Steamship

## "NANCHANG."

Captain Finlayson, will be despatched on THURSDAY, the 23rd instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 21st April, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship.

## "PALMED."

Captain Williams, will be despatched as above on SATURDAY, the 25th May.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 21st April, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship.

## Intimations.

DAKIN, CRICKSHANK &  
COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &amp;c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1896.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINES  
AND  
SPIRITS.

ALL these are selected by our London House, brought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

## Intimations.

## PRICE LISTS.

with Full Details, to be had on Application.

PORT after removal should be vented a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896.

## BIRTH.

At Shanghai on the 17th instant, the wife of R. H. ELLIS, of a son.

## MARRIAGE.

At Shanghai, on the 15th instant, at H.B.M.'s Consulate, by Sir Nicholas J. Hennessy, Consul-General, and afterwards by the Rev. C. Hodgson, M.A., at Trinity Cathedral, Lady ELEANOR, eldest daughter of George Jamieson, H.B.M.'s Consul, Shanghai, to W. BRUCE ROBERTSON, of Shanghai.

## DEATHS.

At Vancouver, on the 2nd of February, 1896, Captain G. F. PARSON, late of the ship *Earnest*, aged 58.

At Kikwang, on the 8th instant, CECIL ARTHUR LILLWALL, the beloved son of Clara and Edward ROBERTS, Chinese Customs Service, aged 20 months and 10 days.

At Hankow, on the 14th instant, ANNIE E. GREEN, the beloved wife of J. T. Green, Imperial Marine Customs.

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THE KOREAN AMBASSADOR TO  
RUSSIA.

NAGASAKI, April 13th.

The Special Envoy appointed to represent the King of Korea at the Coronation of the Tsar, arrived here to-day on board a Russian mail-boat, and proceeds to Europe via Canada. The Ambassador will leave here for the *Empress of China*.

## LOCAL AND GENERAL.

THE *USS Delroit* arrived at Hankow on the 13th instant.

On the 10th inst, Herr von Brandt arrived at Tientsin, from Peking, en route to Shanghai.

SEVEN cases of plague were reported during the 24 hours ending noon to-day. Of these, five cases occurred in Victoria, three in the harbour one in Yau-mai, one in Wong-nel-chong, and one is reported to have "come from Canton."

A MARINE COURT will be held to-morrow morning, at the Harbour Office, to investigate the circumstances connected with the stranding of the British steamer *Eze* on Samson Island on the 9th instant, as reported in these columns at the time.

At the end of last year the consular living in the prefecture of Tokushima (Japan) was as follows:—1 man and 4 women 100; 4 women 100 years old; 1 woman 102 years old; 1 man 103 years old; 1 woman 104, another 105, and yet another 106.

THE Mitsui Bussan Kaisha is reported to have obtained from the Japanese Government the contract to control the monopoly of opium in Formosa, and a responsible man is to be sent to the island shortly to make the necessary preparations for opening business.

ACCORDING to private advices from Canton it appears that the plague is raging in that city, the deaths numbering forty to fifty a day. So bad is it, in fact, that the professional guides, who near a living by showing tourists the sights of the fair "City of Rams," now hesitate to take visitors to certain localities.

On the 15th inst, Mr. L. C. Hopkins, H. B. M. Consul at Shanghai, held an inquest on the body of a European found the previous day floating in the Whangpoo river opposite the Japanese consulate. The Coroner arrived at the conclusion that the body found was that of Mr. F. W. Ravensberg, late second officer of the Indochina steamer *Pookiang*, who disappeared on the 9th February and was supposed to have fallen into the river. The jury agreed with this view and found a verdict accordingly.

We have to thank the Hon. Secretary to the Amoy Horticultural Society for a complete report of the annual show of flowers and vegetables which was opened there on the 14th instant and is described by the *Amoy Gazette* as a complete success. Messrs. G. W. H. Nicholls, Broadbent, Hempel, Boyd, Miles Brown and Kemper and Messrs. C. C. dos Remedios, Mr. Unwin and Mr. Orr were the most successful exhibitors. The exhibits of well-colored chrysanthemums was a particularly attractive feature of the show.

DR. REYNERS, Fleet-Surgeon of the German Asiatic squadron, died on board the ship *Kaiser* in Yokohama harbour on the 11th instant. It seems, says the *Japan Mail*, that in the early hours of the morning, having occasion to take some medicine, Dr. Reyners inadvertently poured out some corrosive sublimate in solution and drank it off. He immediately applied a stomach-pump, but it was of no avail, and death speedily supervened. The sad and sudden death caused deep regret on board the *Kaiser*, and throughout the fleet. On the 12th the remains were interred in Yokohama Cemetery with full naval honours. The coffin was covered with lovely wreaths. A number of officers and men from H.M.S. *Edgar* followed in the funeral procession.

We have to acknowledge receipt, with many thanks, of copies of the first and second issues of *The Independent*, a tri-weekly paper published in Seoul, the capital of which has been aptly described as "the Land of 'Evolving Revolution.'" It is, considering the difficulties that must necessarily be encountered in issuing a newspaper in the beleaguered Peninsula Kingdom, a very respectable little Anglo-Korean sheet, and as the English portions of it are carefully translated into the Korean *munmun*, or native language, it is conceivable that it may, under proper control, be the means of keeping the middle and lower classes fairly well informed of what is going on in the countries bordering on their ill-governed fatherland, and in that way assist in no small measure to remove that antipathy to foreigners, western sciences, manners and customs, and the deep-rooted suspicion which is born of ignorance and fostered by that class of mischief-makers, scandal-mongers and adventurers, native and foreign, who thrive only in the dark parts of the world, by pandering to the tastes and superstitions of the powers that be and who make money, some of them honestly if possible, but make it anyhow.

## MEMORANDA.

WEDNESDAY, 22nd April.  
To 30 a.m.—Marine Court of Inquiry re stranding of the *Eze*.

THURSDAY, 23rd April.  
The Share Register of Oliver's Freshford Mines, Ltd., closes from this date to the 7th prox., inclusive.

11 a.m.—English Mail closes.  
Noon.—*Parkway* sails for London.

FRIDAY, 24th April.  
Noon.—Annual general meeting of shareholders in Campbell, Moore & Co., Ltd.  
5.15 p.m.—Lecture by H.E. St. William Robson on the Old Volume.

SATURDAY, 25th April.  
Noon.—*Deloit* leaves for San Francisco via port of call.

MR. SCHREYVICH, formerly Russian Minister in Tokio, has been appointed Russian Ambassador in Madrid.

MR. POLIANOVICH, student interpreter of the Russian Legation in Tokio, has been transferred to Seoul, whether he proceeded on the 9th inst. by the *Admiral Nachmoff*.

A SOUTHERN contemporary reports that for the ceremony of the Tsar's coronation 8½ battalions of infantry, 36 squadrons of cavalry, seven *volontes* of Cossacks, and fourteen batteries of artillery will be concentrated in Moscow.

M. MICALEFF, butcher, Bangkok, was fined Tcs. 120 and costs, on the 7th inst., for slaughtering a bullock without first having it inspected by the Government veterinary surgeon. For similarly killing two animals on the 3rd inst. he was fined Tcs. 130 and costs.

THE Japanese residents of Shanghai are reported to have brought out a paper which they call the *Shanghai Yiji*. The paper, which is printed in Japanese characters, will be devoted to the main to commercial matters, not to "goose," of which there are so many in trading in the Model Settlement just now.

THE exportation of rice, says the *Courier de Saigon*, continues to go on rapidly from Saigon. Despite the pessimistic views held by many on this year's export the trade continues satisfactory. In fact the export is expected to exceed the figures of 1895, though whether brisk business will continue to the end of the season would be difficult to say.

MR. LI SHUN-YO, grandson of the 'Tai Wun Kun, who it will be remembered was imprisoned last summer for plotting to overthrow the King of Korea, has been "doing" the Government Offices and factories in Japan recently, through the good offices of the Minister of Foreign Affairs, and at latest accounts was on his way to Yokohama to inspect the shipbuilding yard there.

A MEMORIAL, signed by 28 Associations in India, has, according to an Indian contemporary, been presented to the Viceroy praying that the Government may pass a short Act in which the Lord's Day shall be declared both a legal *diei* *novus* and a public holiday, on which none can be compelled to work or to attend to official duties except in such particular cases as the Act may definitely specify.

MESSRS. WATTS and Woods, whose departure for Canton en route to Wuchow in we recently noted, found considerable difficulty in procuring passports and Transit Passes, the Viceroy putting every possible obstacle in their way. However, thanks to the energy of H.B.M. Consul at Canton, everything was ultimately duly arranged and they started up river in a houseboat yesterday forenoon.

THE second round in the Polo tournament was played yesterday afternoon between teams captained by Captain Burney and Surg.-Major Ede. After a very well contested game the match resulted in a victory for Captain Burney's team, with three goals and four subsidiary to three goals and one subsidiary. The final match between the winners and Captain Loveland's team will be played on Friday.

At the meeting of the Finance Committee of the Alice Memorial and Netherdale Hospitals yesterday, the resignation by Mr. W. H. Wickham of the post of Treasurer, on account of his departure from the Colony, was announced, and a sub-committee to find a successor was appointed. The sub-committee have secured the services Mr. W. H. Whiting, R.N. Dockyard, who will fill the post from to-day.

LONDON is promised another Japanese play, but according to rumor Gilbert & Sullivan need not be uneasy about the possibility of its superseding "The Mikado" in popularity. In this instance the songs and choruses are to be entirely Japanese, and any one who has had an opportunity of listening to the strains of native music in Dai Nippon will probably agree that the existence in London will be but short. Anything more discordant, or mournful, or better calculated to give anybody the "blues" toothache, the mumps or even Black Plague it is difficult to imagine.

SERGEANT GORDON, who has been thirteen years in the Police Force, and who was seriously injured while at a fire in Queen's Road some months ago, has been invalided and retired on a pension. A number of his friends this morning met him in the billiard room of the Central Police Station, where, after wishing him a pleasant passage home and a long and happy life in some new post, presented him with a gold watch-chain and trinket, as a token of the esteem in which he is held by his comrades. Gordon was a conscientious, good all-round officer, and he is distinct loss to the Force.

OUR Swatow correspondent writes that the *USS Yorktown* arrived at Swatow on the 16th inst., and was duly saluted by the forts at the entrance to the harbour, the American warship answering at once. Since her arrival the Swatow Recreation Ground has been at the disposal of her crew and the "jacks" have been playing base-ball on it almost every day. On the 18th inst., while attempting to board the steamer *Victoria*, the cutter belonging to Capt. Irwin, the local pilot, was run down, and he and his crew left struggling in the water. The Chief Officer of the steamer promptly lowered a boat and the pilot and his men were all picked up, apparently none the worse for their ducking. A Marine Court of Inquiry will not be held, so no certificates are in jeopardy this trip.

GANG robberies seem to be of common occurrence in Siam. At Ayutthia on the 4th inst. a party of eight men, armed with jills, carried off 400 ticals and other property, besides severely wounding two persons. They were not caught. On the 9th, in Bangkok, a gang raided a goldsmith's shop, severely wounded three persons with sword-cuts and gun-shots, and cleared the place out. No arrests. Hongkong can't come within cooey of this.

H. ISAACSON, W. Carlson and F. Borletto, three hunters from the sailing schooner *Alton*, arrived in Yokohama on the 19th, says the *Japan Herald*. They report that while out sailing they lost sight of the ship in a dense fog some 30 miles to the N.E. of Kinkasan, and after being out six days, all of that time without water and for three days without food, they managed to make land in the vicinity of Sogahama. The Japanese authorities showed them many courtesies and were the means of their reaching Yokohama.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the undermentioned donations to the funds of the Hospitals:—

|                    |     |
|--------------------|-----|
| Per Fang Wa-chin:— |     |
| Shing Wo           | 100 |
| Fung Wa-chi        | 100 |
| Yan Wo             | 50  |
| Tio Sik-tan        | 50  |
| Li Yü-shing        | 50  |
| Fung Yung          | 25  |
| Wah Yik            | 25  |
| Chow Shui-po       | 25  |
| Yung Yuh-kin       | 13  |
| Woo Sheong-chow    | 10  |
| Sui Kat Bank       | 10  |
| Wong Tai-long      | 5   |
| Tang Kit-sang      | 5   |
| Lum Tin-shing      | 5   |
| Pan Shung-shing    | 5   |

WHAT most I presume, be accepted as the final decision in the Madras "Killing Case" has, says *Truth*, now been pronounced by Lord George Hamilton. It may be within the recollection of many readers that the case was fully dealt with in the columns of *Truth* in 1894. Surgeon-Major Clarence Smith was guilty of the indiscretion of taking a married lady for a kiss, who also refused to apologise to her husband, and the husband accepted the apology, but nevertheless reported the matter to the Madras Government. Without anything in the shape of a trial or enquiry, and, in fact, without even informing the accused of the complaint that had been made, the Government called upon Dr. Smith to resign, under pain of dismissal. This monstrous sentence was approved by Sir Henry Fowler, and the present Secretary of State refused to reverse his predecessor's decision by restoring Dr. Smith to the Service. "I solely as an act of grace," however, Lord George directs that Dr. Smith shall be retired with a pension of £201 per annum, and shall be allowed to continue his subscriptions for the benefit of his family under the Indian Service Family Pension Regulations.—*Exquisite!*

ACCORDING to the *Bangkok Times* of the 13th inst., His Majesty the King of Siam has definitely decided on a trip to Java, but will not leave until the beginning of next month. In the meantime Commander de Richelieu has left by the *Cerberus* for Singapore and Java to make arrangements for the accommodation of His Majesty the King and suite on the forthcoming tour. The Commodore will be absent some twenty days. His Majesty has been influenced in his decision by the fact that the rainy season here has of late had an injurious effect upon his health, and that a change of the cool weather of Java, which he has, therefore, been wholly decided on with a view to escaping the Bangkok rainy season as much as possible. The King will travel in the *Mahachakri* and be accompanied as far as Singapore by His Royal Highness Prince Bhanuraj, who is proceeding to Europe. Two sons of His Majesty and three of the princes will at the same time proceed to Europe, for their education, and be accompanied by their tutors, Messrs. Lewis and Carter, as also by Phras Nai Sold and Nai See Sarsakul. En route to Java, His Majesty will stop at Kandy, to visit the famous temple of the tooth, and on leaving Europe, will return either via India or the United States.

A VERY handsome Masonic jewel, was presented to the Hon. John Douglas recently, on his retirement from the position of District Grand Master of the Scotch Constitution of Queensland, says the *Brisbane Courier*. The jewel, a Past District Grand Master's, is of 18-carat gold, constructed in two sections. The lower section is oval-shaped, and is about 2½ in. in length by about 1½ in. in the widest part, of gold heavily chased. Round the margin are the words—"Past District Grand Master." In raised letters of burnished gold. The interior is inlaid with blue enamel, into which is inserted the silver cross of St. Andrew, and the figure of the patron Saint of Scotland is picked out in gold. The second section is in the form of a circle, which is surrounded by Scotch thistles, the flowers of which are represented by beautiful Queensland opals. Inside the circle is a Past Master's Jewel. Both sections are united by a gold, pentagonal star, rendered luminous by a



In question is only a side issue, the real cause being something else. That's the rumour. Anyway, what it really is I do not know, but a great deal of fiction has been caused by the erection of a gate leading on to the course opposite the Belle Vue Stand, the existence of which almost all our jockeys seem to fear may lead to accidents on race-days in case any pony should swerve or run for this gate, which must be passed about 50 yards from the winning post. I think the gate is a decided mistake, and that the making of the use of it optional to owners does not in any way get over the objections advanced against it.

Mr. Gore-Booth's resignation of the post of Clerk of the Course has been posted at the Grand Stand, and certainly does not speak well for the tact of the Stewards in their behaviour to so valuable and well-tried an official.

A general meeting of the members has been called for Tuesday (22) to elect a new Committee, and in the interim the existing Stewards have kindly consented to carry on any current business connected with the Jockey Club. Their action seems to have cast a gloom over the Race Club tonight, and the apparently insignificant, though strange, remarks of the *N. C. Daily News* upon the Stewards' action has not, unhappily, improved matters.

That a new lot of Stewards can be found and will be elected there seems no reason to doubt, and though one can but regret the action of the existing Stewards, it does not, unfortunately, prevent the fact that they might have chosen a less inconvenient time for their resignation than the present one, and that the present one is a happy issue out of our difficulty.

Mr. Ring's, or, of course, entered for the Criticism Stakes. He is going as strong as a lion, and, if he keeps well, is pretty sure to win this event in a common cause.

**THE UNIVERSITY BOAT RACE.**

**FULL DESCRIPTIVE REPORT.**

**PUTNEY, March 28th.**  
The 53rd boat race between Oxford and Cambridge was won by the former to-day by about a third of a length, after a most exciting finish. Oxford has thus won thirty races of the series to twenty-two won by Cambridge, the dead-heat in 1887 making up the total number pulled.

This is the seventh year in succession that Oxford has defeated Cambridge. This time was 2000, and the course was the usual one from Putney to the winning post about the Ship Inn at Mortlake, distance about four miles and a quarter.

The morning opened cold and cheerless, with prospects of a poor attendance. In the early hours a heavy downpour of rain drenched the gathering sightseers and caused thousands to remain at home.

Cambridge was a hot favorite at 6 to 4, with few takers. Previous to the start the Light Blues were regarded as almost certain winners. Cambridge entered the first, won the race, and chose the Sun side of the river, a decided advantage as half a mile before the start, where, or about, southwest, blowing lumpy water every where, and quite a little sea at the exposed places. The crews embarked at 12.58 p.m., and at the pistol shot, 1.02, both boats got away sharply, Cambridge pulling a pretty 35 to Oxford's slightly more powerful sweep of 34.

There was little to choose between them until Claver's boat-house was reached, approaching the first half-mile, when the Cambridge boat's nose showed itself slightly in front, the two crews pulling with great determination and splashing somewhat on account of the rough water. At the half-mile Oxford settled down to it in fine shape, drew up, and showed ahead at Wotton's, and great cheering. It was apparent that a splendid race was to be won. The strength of the Oxford men seemed to increase instead of diminish as the struggle wore on, and there was as much dash in their stroke at two miles as at the start.

Under the influence of it, telling race, the Dark Blues did not great work for the Cambridge crew, but the latter was not with a beautifully sustained effort and drew away again, causing a hurricane of cheers to rise from the crowds on shore.

A more exciting race could hardly be imagined, and the enthusiasm was intense. Cambridge at Thorpe's had a lead of three-quarters of a length, and both crews were bending down to their work in fine form. From there to the three mile post, about half way between Chiswick church and Barnes bridge, the race was most punishing, owing to the pace set, the lumpy water, Cambridge shot under the bridge, ahead of Oxford, whereupon there was another storm of applause. The sightseers thought the race was over and that the Light Blues had won beyond doubt. "Cambridge wins," was the cry which rang from Barnes to Putney. This, however, was without reckoning upon the reserve of Gold's gallant men.

The cheering only served them to still another beautiful effort, and down they went to it as if their lives depended upon the result. They almost lifted their craft and drove her along in a manner which will long be remembered. The long, slender racing boat fairly tore through the water, and there was a mighty shout when, with the increased power put into the Oxford stroke, she was seen steadily shooting up to her rival. Fernie replied with another supreme effort and his plucky Light Blues backed him up to the utmost. Gold, however, was not to be deterred. Frantic excitement reigned on both banks of the river. For a time, off Mortlake church, Cambridge seemed likely to hold her lead across the finish line, but this was not to be.

As the church was passed, Oxford made a final effort; there was a shout from the Dark Blues which will be recorded in the history of rowing as simply magnificent. The men pulled as if they had just started; there was no resisting. The Dark Blues overtook the Canals, and for a moment or so it was "nose and nose," with the winning point in sight; then, putting still more steam into their stroke, the Dark Blues passed the Cambridge boat and finished minutes by a short three-quarters of a length in 20.0,—a splendid time when the weather and rough water were taken into consideration. This time has only been beaten over this course upon three previous occasions. Cambridge in 1873 did it in 19.35; Oxford in 1893 did it in 19.21, and Oxford in 1895 won in 18.47. Last year Oxford won in 20.0.

The race was pronounced to be the best ever seen on the Thames course. Oxford won simply because her representatives refused to be beaten. Cambridge seemed to have the race well in hand, but did not prove equal to the final sprint. The weather conditions were terrible. Almost immediately after the boats started a cold, blinding rain was driven against them. After the first mile had been rounded under these conditions the wind increased in strength and the rain changed into a blinding hailstorm, which obscured the rival crews from the view of the spectators ashore, and against which one could scarcely stand. The hailstorm lasted only a few minutes.

In the final stretch beyond Barnes bridge, the wind swept over the course with redoubled force and fury. Owing to the head in the stream the Oxford boat at that stage of the race was on its best station; but it seemed a matter of sheer impossibility for the Dark Blues to overtake Cambridge's lead. Nothing, however, could withstand the terrific sprint made by Oxford when Gold called for the final effort; it proved too much for Cambridge, and in the last seventy-five yards Oxford shot ahead like a rocket.—*Victoria Column.*

## NEWS BY THE CANADIAN MAIL.

The Canadian Pacific Co.'s steamship *Empress of India*, Capt. H. Pybus, with the Canadian mails of March 30th, arrived from Vancouver, via Japanese ports of call and Shanghai, to-day. We are indebted to our Vancouver and Victoria exchanges for the following telegrams:—

CAIRO, March 21st.

The Khalifa has proclaimed a *fatwa* (holy war) against Egypt, and called on all Derwishes capable of bearing arms to enroll under his banner. It is said Osman Digna will leave Kassala and join the Derwishes now mustering at Dongola.

Lord Cromer declines to express any opinion as to the situation.

Fully 60,000 Derwishes are reported ready to fight. The massacre of Italians at Adowa filled them with warlike zeal, and the fall of Kassala would inflame them with fanaticism. They may take the initial and fall upon the advance column of the Nile and crush it even before the main support can reach Massaua.

March 23rd.

News from the front, received to-day, confirm the report that the British-Egyptian advance guard, under Major Collinson, occupied Akasheh on Friday last, without opposition. A fort is now being built at that place.

LONDON, March 23rd.

A despatch from Athens to the *Times* reports the renewal of the murders of Christians in the island of Crete and the existence of a panic there, owing to the belief prevailing among the Cretan deputies that the Turkish troops are waiting for the Christians to retaliate for outrages, when they will seize the occasion to begin a general massacre of the Christians, under the leadership of the military governor. On this account the deputies have invoked the protection of Greece.

ST. JOHN, N. B., March 24th.

The Eighth Regiment, Princess Louise Hussars, of King's County, N. B., have notified the British Government that they will raise volunteers out of the regiment to send four squadrons to the Nile in the proposed expedition.

LONDON, March 24th.

A despatch to the *Pall Mall Gazette* this afternoon, from Johannesburg, says the Transvaal burghers are assuming an alarming attitude. It is added that strong feeling exists among the Dutch throughout South Africa, and they are serving themselves for a supreme struggle with Great Britain. No reason is assigned for the attitude, but it is said that members of the Reform Committee. They have been permitted to go to Johannesburg and attend to their private affairs, but all have now been arrested and are kept under guard in a private house in Pretoria.

March 25th.

The *Times* has an editorial this morning which warns President Kruger that it is impossible to discuss with him the essentials of the London convention which fixes the suzerainty of Great Britain over the Transvaal.

"In any case," the *Times* continues, "he must decide without delay whether to accept the invitation to come to England. The invitation cannot remain open indefinitely, and if it is declined, we must take measures to support the just claims of the Uitlanders."

ROME, March 26th.

General Ellena, wounded at the battle of Adowa, is quoted as saying that the Italian army was never so badly organized, led and disciplined. The three columns operating against the Abyssinians were so separated that contact was impossible. The officers were without maps, the country was unknown and no provisions were made to meet the emergencies.

CAPE TOWN, March 26th.

The Matabels of Inyanga and Fikabid districts have revolted and massacred the white settlers, including Commissary Bentley. Fugitive whites are flocking to Bulawayo and Gwelo for protection. A detachment of 75 volunteers with Maxim guns has been dispatched against the natives. The Matabels have been rapidly preparing their defenses and enrolling volunteers. An additional force will be sent from Bulawayo to Inyanga and Gwelo. The Indians arrested at Selous arrived at Bulawayo at noon and reported that their farm had been raided and the cattle stolen. He thinks that strong and prompt measures will quell the revolt.

LONDON, March 27th.

A Pretoria dispatch to the *Times*, says:— "The situation is serious. President Kruger has concluded a new offensive and defensive alliance with the Orange Free State. The steps of the Orange Free State and the Transvaal executive council strongly advise the President not to go to England. The Transvaal wants its independence guaranteed by England in connection with the other powers. The Boers are arming in the Orange Free State and in Cape Colony. The large influx of Germans have been drafted into the police and artillery. The Free State and Afrikaners have offered to support the Boers."

The *Chronicle* prints under reserve a rumor that England has purchased Delagoa Bay, with the whole strip of territory from Amsterdam, on the north, the Limpopo River constituting the eastern boundary, for £5,000,000.

It was semi-officially denied this evening that the Government has purchased Delagoa Bay for the sum of £5,000,000.

A despatch to the *Times* from Cairo says that the Sultan, having demanded explanations, has elicited from the Egyptian Government the admission that the ultimate object of the Nile expedition is the rescue of the Sudan.

In the House of Commons to-day the Under-Secretary of State for Foreign Affairs, Hon. George N. Curzon, replying to a question regarding the failure of France to endorse the use of the Egyptian reserve fund for the purpose of the Nile expedition, said the French Government does not consider a vote of the majority of the Egyptian debt commission to be sufficient warrant for the use of that fund for the expenses of the expedition. Mr. Curzon added that none of the other powers had formally expressed an opinion regarding the action taken against the Egyptian debt commission at Cairo. Mr. Curzon remarked that certain French bondholders had summoned the commission to appear before the tribunals on April 13th.

CAIRO, March 27th.

The Egyptian Debt Commission paid the first installment from the reserve fund, amounting to £200,000, yesterday of the money required for the expenses of the British Egyptian expedition up the Nile.

LONDON, March 27th.

The Berlin correspondent of the *Standard* learns from an excellent source in St. Petersburg that the Russian Government has granted a concession to Russia to build a railway from Tbilisi in the Tiflis-Batumi district of Siberia through Manchuria to Port Arthur, (the latter port) says the *Standard* correspondent, "being ceded to Russia in exchange for certain important concessions. The Tsar has, therefore, consented to stop the building of the railway from Tbilisi to Vladivostok in order to proceed with the Manchurian line, which it is hoped will attract an immense trade from China."

WASHINGTON, March 27th.

The State Department has received a cablegram from United States Minister Smythe, at Port au Prince, Haiti, confirming the Paris report of the death of President Hippolyte.

[Louis Mondoulin Florent Hippolyte was born at Cape Haiti, in 1827, and although the son of one of the ministers of Emperor Faustin I, and his French wife, was black. Hippolyte was educated in France, followed a military career, and distinguished himself by his defense of the fortress of Belle, in the revolution of 1868. He became president of the republic on Oct. 17th, 1889, as a result of the revolution that overthrew President Soloman.]

HALIFAX N.S., March 28th.

Twelve buildings were destroyed and two school-boys badly damaged by a fire at Lockport to-day. The loss will be between \$30,000 and \$40,000. The fire started in a dry goods store.

NANAIMO, B.C., March 28th.

In the championship match of Association football played here to-day the Nanaimos were defeated by 4 to 1.

**HONGKONG GOLF CLUB.**

**QUARTERLY MEETING.**

This meeting, which concluded yesterday, is held once a quarter, and consists of competitions for the MacKenzie Cup, a Sweep, a Pool, and a Bogie competition. There have been a large number of entries for these events, but owing to the rapidly growing of the grass the scores are somewhat high. There are, however, one or two exceptions, as will be seen from the scores given below:—

**THE MACKENZIE CUP.**

|                       |     |    |    |
|-----------------------|-----|----|----|
| Mr. G. Stewart        | 91  | 5  | 86 |
| Capt. W. V. Eccles    | 91  | 5  | 88 |
| Mr. H. L. Dalrymple   | 97  | 9  | 88 |
| Mr. W. A. Duff        | 101 | 12 | 89 |
| Commodore Boyes       | 104 | 14 | 90 |
| Captain Rumney        | 99  | 8  | 91 |
| Mr. J. Hastings       | 104 | 12 | 92 |
| Mr. C. A. Tomes       | 105 | 13 | 93 |
| Mr. G. W. F. Playfair | 102 | 15 | 94 |
| Mr. C. H. Spriggs     | 113 | 18 | 95 |
| Mr. C. H. Grace       | 100 | 12 | 97 |
| Mr. H. P. Tooker      | 118 | 20 | 98 |

**SWEEP.**

|                       |     |    |    |
|-----------------------|-----|----|----|
| Capt. W. V. Eccles    | 85  | 2  | 83 |
| Mr. G. Stewart        | 85  | 2  | 86 |
| Mr. H. L. Dalrymple   | 97  | 9  | 88 |
| Mr. W. A. Duff        | 101 | 12 | 89 |
| Mr. H. W. Robertson   | 109 | 18 | 91 |
| Mr. J. Hastings       | 104 | 12 | 92 |
| Dr. J. M. Atkinson    | 103 | 15 | 93 |
| Mr. G. W. F. Playfair | 102 | 15 | 94 |
| Mr. C. A. Tomes       | 109 | 15 | 94 |
| Mr. C. H. Grace       | 100 | 12 | 97 |
| Mr. H. P. Tooker      | 118 | 20 | 98 |

**POOL.**

|                       |     |    |    |
|-----------------------|-----|----|----|
| Mr. G. Stewart        | 89  | 5  | 84 |
| Capt. W. V. Eccles    | 89  | 5  | 87 |
| Mr. W. A. Duff        | 101 | 12 | 89 |
| Commodore Boyes       | 104 | 14 | 90 |
| Mr. H. W. Robertson   | 109 | 18 | 91 |
| Mr. J. Hastings       | 104 | 12 | 92 |
| Dr. J. M. Atkinson    | 103 | 15 | 93 |
| Mr. G. W. F. Playfair | 102 | 15 | 94 |
| Mr. C. A. Tomes       | 109 | 15 | 94 |
| Mr. C. H. Grace       | 100 | 12 | 97 |
| Mr. H. P. Tooker      | 118 | 20 | 98 |

**BOGIE.**

|                     |                              |
|---------------------|------------------------------|
| Capt. W. V. Eccles  | (receiving 2 strokes) 4 down |
| Mr. G. Stewart      | " 4 " 4 down                 |
| Mr. H. W. Robertson | " 14 " 4 down                |
| Mr. E. A. Ramsay    | " 16 " 4 down                |
| Mr. E. Ramsay       | " 16 " 4 down                |
| Commodore Boyes     | " 11 " 7 down                |
| Mr. H. W. Robertson | " 14 " 7 down                |
| Mr. C. A. Tomes     | " 11 " 8 down                |
| Mr. C. W. Spriggs   | " 14 " 8 down                |

**THE LAWN TENNIS TOURNAMENT.**

**YESTERDAY'S TIES.**

Double Handicap—Johnson and Slade, owe 15, beat Brown and Mackay, owe 15.—6-4, 6-4.

B. Class Handicap—Eckels, owe 15, beat Blaise, owe 15.—6-4, 6-4. Hume, owe 15, beat Stevens, owe 15.

**ENGAGEMENTS FOR TO-DAY.**

Double Handicap—Percival, owe 15, v. Slade, owe 15.

Double Handicap—Millward and Newton, owe 15, v. Tomes and Stewart, owe 15.

**HONGKONG RIFLE ASSOCIATION.**

Twelve members competed for the Short Range Cup and Spoon, which were shot for on Saturday afternoon in fairly favorable weather over the 200 and 600 yards distances. Major Wrottesley, R.E., won the Cup for the first time with a very creditable score of 63, the Spoon going to Petty Officer Bishop, R.N., Captain Eccles, R.B., and Major Wrottesley, R.E. The shooting, though somewhat disappointing as regards some of the competitors at the longer distances, was on the whole good, considering the difficulties of the 600 yards range. The following were the best results:—

|                             | 200 | 600 | Handicap | Total |
|-----------------------------|-----|-----|----------|-------|
| Petty Officer Bishop, R.N.  | 31  | 30  | 6        | 67    |
| Capt. Eccles, R.B.          | 33  | 31  | —        | 64    |
| Major Wrottesley, R.E.      | 31  | 31  | —        | 62    |
| Captain Palmer, O.S.D.      | 31  | 31  | —        | 62    |
| Sergeant-Major Morris, R.B. | 29  | 28  | 3        | 60    |
| Cpt. Patton Bethune, R.B.   | 31  | 23  | 6        | 60    |

Petty Officer Bishop's score was made with the Martini-Henry rifle, the remainder with the Lee-Metford.

**MASTER MEETING RESULTS.**

**Ladies' Competition, No. 22, Winners:—**

|                     |    |
|---------------------|----|
| Mrs. Hoyle          | 25 |
| Mrs. Walman         | 25 |
| Mrs. Vallings       | 20 |
| Mrs. Eccles         | 20 |
| Mrs. Dalrymple      | 19 |
| Mrs. Boyes          | 19 |
| Mrs. Dick-Melbourne | 19 |
| Mrs. Kitchin        | 16 |
| Mrs. Retalick       | 16 |
| Mrs. Hawkins        | 16 |

Prizes for the above and the Ladies' Nomination Competition, No. 4, were very kindly presented by:—The *China Mail*, silver-plated box; *The China Mail*, silver card case; Mr. Victor H. Deacon, silver box; Messrs. Loeb Hong, pair vases; Mr. H. Lewis, pair silver mounted champagne glasses; Mr. G. K. Moore, silver photo frame; Mr. A. M. Marshall, silver pepper castors; Mr. G. W. F. Playfair, silver pepper castors; Capt. Palmer, O.S.D., prize value £30 to be purchased by winner; Dr. Noble, pair silver bowls; Major the Hon. E. N. B.E., silver cigarette case; Mr. E. D. Sanders, ivory carved card case; Mr. Wang Hing, pair silver bookies; Mr. A. Woolley, silver box; Mr. A. Woolley, silver mustard pot; Major Wrottesley, R.E., silver junk; Mr. F. Smyth, silver toast rack.

Competition No. 21.—The N. R. A. silver medal for the highest aggregate with the M. E. rifle in the Queen's Competitions is won by Mr. E. Robinson, with a score of 200.

It should be added that at the recent Easter Meeting his Excellency Sir William Robinson, K.C.M.G., presented two 10-dollar notes, on the Range, as prizes in the Ladies' Nomination Competition, No. 4.

## THE NORTH CHINA INSURANCE COMPANY, LIMITED.

The following is the report of the Directors for presentation to the fourth ordinary general meeting of shareholders to be held at the offices of the Company, Hankow Road, Shanghai, on Tuesday, 28th instant at 2.30 p.m.:—

The Directors have now to submit to the shareholders the annual, duly audited, statement of accounts to 31st December, 1895.

**Investments.**—In connection with the Triennial Term which expired upon the above date, the Directors are glad to be in a position to state that in addition to the profit of Tls. 12,347.17 realized, the Company's investments show considerable appreciation, and the sum of Tls. 10,796.15 at credit of Investment Fluctuation Account has therefore been transferred to the Working Account.

**1894.**—After payment of all claims presented during 1895, and the distribution of profits sanctioned at the last general meeting, there remained a balance of Tls. 36,635.34 in favour of this year's working on the 31st of December last, and in accordance with the power conferred upon the Directors, the account has now been closed by transferring that amount to liability account to meet further claims upon 1894 and previous years.

**1895.**—The income of the Company shows an increase both as regards Premium and Interest, but the Directors regret that the result of the year's underwriting is not more favourable, the losses, though not individually heavy, having been unusually numerous.

The balance of the Working Account on 31st December amounted to Tls. 460,202, against which claims to the extent of Tls. 118,250 have since been paid, and it is probable that Tls. 208,953 will be required to finally wind up the Account, leaving an estimated surplus of Tls. 251,950, which the Directors recommend for appropriation as follows:—

A dividend at the rate of 10 per cent per annum on the paid-up capital.

A bonus of 10 per cent on contributory premium.

**Revision of the Share List.**—As prescribed by the Articles of Association, the Share List was revised during the past year and the Directors have pleasure in stating that it has not been considered necessary to withdraw any shares.

**Directors.**—The Directors all retire according to the regulations of the Company, but they are eligible for re-election, and again tender their services to the shareholders.

**Auditors.**—The accounts for the first half-year have been audited by Mr. White and Mr. Bell, and for the second half-year by Mr. White and Mr. Klinebar, the latter acting for Mr. Bell owing to his regrettable indisposition. The appointment for the ensuing year rests with the shareholders, and the retiring auditors offer themselves for re-election.

By Order of the Court of Directors,  
ALEX. ROSS,  
Secretary.

Shanghai, 14th April, 1896.

## THE HONGKONG GOVERNMENT GAZETTE.

[Saturday, 18th April 1896.]

**GOVERNMENT NOTIFICATIONS.**

No. 142.—Mr. F. J. Mesa has been provisionally recognised, pending the arrival of the Queen's Exarch, as Consul-General for Persia.

No. 143.—The Govt. has given his assent to Ordinances No. 5, 6, 7 and 8 of 1896.

No. 144.—Meteorological Observations made at Hongkong Observatory during March are published.

No. 145.—Contains the return of books registered in Hongkong during the first quarter of 1896.

The *Gazette* also contains the usual list of unclaimed telegrams lying in the Telegraph Co.'s office; the Post Office list of *Post-restaurants*; correspondence, and list of letters, etc., for merchant vessels.

## SHIPPING AND MAIL NEWS.

**MAILS DUE:**  
American (*Peru*) 24th inst.  
French (*Natal*) 25th inst.  
American (*Coptic*) 4th prox.  
American (*City of Rio de Janeiro*) 14th prox.

The N. G. I. steamer *Littorio*, from Bombay, left Singapore yesterday for this port, and may be expected here on or about the 28th inst.

The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, etc., left San Francisco for this port, via Honolulu, Yokohama and Nagasaki, on the 16th inst.

The Ocean Steamship Co.'s steamer *Toucan*, from Manchester and Liverpool, left Singapore for this port this morning, and may be expected here on or about the 27th inst.

The O. & O. S. S. Co.'s steamer *Gaulk*, with mails, etc., which left Hongkong on March 21st for San Francisco, via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 19th inst.

**SHIPPING RETURNS.**  
From 5 p.m. yesterday to 5 p.m. to-day.

**ARRIVALS.**

|                  |                      |
|------------------|----------------------|
| Hokow            | steamer, from Chefoo |
| Amigo            | " " Bangkok          |
| Changsha         | " " Moll             |
| Changsha         | " " Canton           |
| Peshawar         | " " Shanghai         |
| Empress of India | " " Vancouver        |
| Thales           | " " Coast Ports      |
| Victoria         | " " Tacoma           |
| Takshung         | " " Arco Bay         |

Aggregating 13,309 tons register.

**DEPARTURES:**

|          |                     |
|----------|---------------------|
| Sikhan   | steamer, for Swatow |
| Yuenang  | " " Manila          |
| Loos     | " " Swatow          |
| Nanyang  | " " Hongkong        |
| Krala    | " " Yokohama        |
| Flora    | " " Yokohama        |
| Shanghai | " " Shanghai        |
| Turbo    | " " Saigon          |
| Changsha | " " Shanghai        |
| Dante    | " " Amoy            |

Aggregating 13,187 tons register.

**HONGKONG AND WHARF DOCK RETURNS.**

|                    |                 |
|--------------------|-----------------|
| Independence       | in Kowloon Dock |
| Centurion (H.M.S.) | " "             |
| Archer (H.M.S.)    | " "             |
| Typhoon (H.M.S.)   | " "             |



## To be Let.

TO LET.  
(WITH POSSESSION FROM 1ST JUNE.)  
NO. 3, CASTLE ROAD.  
Apply to  
SPANISH PROCURATOR.  
Hongkong, 20th April, 1896. [997]

TO LET.  
WITH IMMEDIATE POSSESSION.  
FOUR FURNISHED BED-ROOMS at  
KOWLOON HOTEL.  
THREE GODOWNS, PRAYA EAST, Nos.  
904, 117 and 118A, and TWO GODOWNS  
under the OLD VICTORIA HOTEL BUILDINGS,  
PRAYA CENTRAL.  
Apply to  
NEW VICTORIA HOTEL.  
Hongkong, 19th April, 1896. [1220]

TO LET.  
LARGE GODOWN on KOWLOON  
PRAYA, suitable for the storage of  
GENERAL CARGO or COAL.  
Apply to  
LINSTEAD & DAVID.  
Hongkong, 4th April, 1896. [1616]

TO LET.  
DWELLING HOUSES—  
HOUSES in RYTON TERRACE.  
"TUSCULUM," MAGAZINE GAP—  
Furnished.  
No. 4, KNOTSFORD TERRACE—  
KOWLOON.  
FIRST FLOOR, No. 4, BLUE  
BUILDINGS.  
Apply to  
THE HONGKONG LAND INVESTMENT  
& AGENCY Co., Ltd.  
Hongkong, 16th April, 1896. [17]

Shipping.  
STEAMERS.

NIPPON YUSEN KAISHA.  
FOR SHANGHAI, NINGBO AND  
NAGASAKI.  
THE Steamship

"SATSUMA MARU,"  
Captain F. L. Sommer, will be despatched as  
above TO-MORROW, the 22nd instant, at  
2 P.M.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 20th April, 1896. [1699]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR TIENTSIN.  
THE Steamship

"NANCHANG,"  
Captain Finlayson, will be despatched TO-  
MORROW, the 22nd instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th April, 1896. [1656]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR SHANGHAI.  
THE Steamship

"HANGCHOW,"  
Captain Bennett, will be despatched on  
THURSDAY, the 23rd instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th April, 1896. [705]

FOR CHEFOO AND TIENTSIN.  
THE Steamship

"SKULD,"  
Captain Rifer, will be despatched for the above  
Ports on FRIDAY, the 24th instant, at 5 P.M.  
For Freight or Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 18th April, 1896. [1691]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.  
FOR LONDON AND HOLLAND,  
VIA STRAITS AND USUAL PORTS OF  
CALL.  
(Taking transshipment Cargo for LIVERPOOL,  
GLASGOW, &c.)  
THE Company's Steamship

"FINGSUEY,"  
D. Davies, Commander, will be despatched as  
above on or about the 25th instant.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 21st April, 1896. [1603]

FOR SINGAPORE, PENANG AND  
CALCUTTA.  
THE Steamship

"DARIUS,"  
Captain Curry, will be despatched for the above  
Ports on SUNDAY, the 26th instant, at  
Daylight.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 20th April, 1896. [704]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR MANILA.  
THE Steamship

"SUNGKIANG,"  
Captain C. B. N. Dodd, will be despatched  
on MONDAY, the 27th instant, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th April, 1896. [706]

OCEAN STEAMSHIP COMPANY.  
FOR SANDAKAN AND KUDAT.  
THE Steamship

"CENTAUR,"  
Captain Williams, will be despatched on  
TUESDAY, the 28th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th April, 1896. [707]

"SHELL," LINE OF STEAMERS.  
FOR LONDON AND HAMBURG.  
THE Company's Steamship

"COWRIE,"  
Captain Parson, will be despatched as above on  
or about TUESDAY, the 5th May.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 20th April, 1896. [163]

## Intimations.

ENJOY IMMUNITY  
from much Sickness and Suffering by having all your  
Drinking and Cooking Water Filtered through  
THE  
**BERKEFELD**  
FILTER  
H. AND  
GERM PROOF  
FILTERING  
FILMS.  
Write for  
Opinions of the Press,  
Medical  
Experts and Patrons.  
SIMPLE, EFFICIENT, RAPID AND EASILY CLEANED.  
WATKINS & CO.,  
SOLE AGENTS,  
52, APOTHECARIES' HALL, 65, Queen's Road Central.

PHARMACEUTIC PRODUCTS OF THE FARBERWERKE VORM MEISTER,  
LUCIUS & BRUNING HOCHST A/MAIN.

DR. KNORR'S LION BRAND  
"ANTIPYRINE,"  
(DOSE FOR ADULTS 15 TO 35 GRAINS TROV)  
Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE,  
NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSI-  
PELAS, WHOOPING-COUGH, and many other complaints. It is also the very best  
ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S  
ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. Knorr" in red letters.

"DERMATOL,"  
Is the best, Voluntary; its effect in stimulating the closing up of wounds is described as  
amazing.

DR. OVERLACH'S  
"MIGRAININE,"  
(ANTIPYRINE—CAFFEINE CITRATE)  
Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite  
etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING,  
and generally where the administration of other remedies have failed.  
To be had of every reputed Chemist and Druggist. Supplies constantly on hand at the  
CHINA EXPORT, IMPORT & BANK CO.,  
SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!



Apply to JOHN D. HUTCHISON, Esq., Hongkong.  
Agents for M. OPPENHEIMER & Co., Paris.

Shipping.  
STEAMERS.

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR YOKOHAMA AND KOBE.  
THE Steamship

"TAIYUAN,"  
Captain R. Nelson, will be despatched on  
THURSDAY, the 23rd instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th April, 1896. [1665]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.  
THE Steamship

"CHANGSHA,"  
Captain Williams, will be despatched on FRI-  
DAY, the 24th instant, at 3 P.M.  
The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engines. A Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.  
A daily qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th April, 1896. [1657]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.  
THE Steamship

"CHINGTU,"  
R. Jones, Commander, will be despatched on  
MONDAY, the 4th May, at 3 P.M.  
The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engines. A Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.  
A daily qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th April, 1896. [1658]

JAVA, CHINA JAPAN LINE OF  
STEAMERS.  
UNDER MANAGEMENT OF THE  
ROYAL PACKET NAVIGATION COMPANY  
OF NETHERLANDS INDIA.

PROPOSED SAILINGS.  
(Subject to Alterations.)  
JAVA, HONGKONG, YOKOHAMA, KOBE,  
AMOI, HONGKONG, SINGAPORE,  
JAVA.  
FROM HONGKONG.  
S.S. Carlsberg ..... To JAVA ..... April.  
S.S. Federation ..... To JAVA ..... May.  
S.S. Germania ..... To JAVA ..... June.  
S.S. Federation ..... To JAPAN ..... April.  
S.S. Germania ..... To JAPAN ..... May.  
S.S. Carlsberg ..... To JAPAN ..... June.

General Agents for China & Japan  
LAUTS, WEGENER & Co.  
Hongkong, 20th March, 1896. [1659]

Shipping.  
STEAMERS.

"MOGUL" LINE OF STEAMERS.  
FOR NAGASAKI AND KOBE.  
THE Steamship

"SIKH,"  
Captain Rowley, will be despatched for the above  
Ports on MONDAY, the 27th instant, at Noon.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 18th April, 1896. [1692]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"MENELAUS,"  
Captain Towell, will be despatched as above  
on FRIDAY, the 1st May.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th April, 1896. [1687]

"GLEN" LINE OF STEAM PACKETS.  
FOR MARSEILLES AND LONDON,  
VIA SUEZ CANAL.  
THE Steamship

"GLENSHIRE,"  
Captain Jones, will be despatched as above on  
about FRIDAY, the 1st May.  
For Freight or Passage apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 15th April, 1896. [1670]

"SHIRE" LINE OF STEAMERS.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"RADNORSHIRE,"  
Captain Davies, R.N.R., will be despatched for  
the above Port on or about THURSDAY, the  
7th May, instead of as previously advertised.  
For Freight or Passage apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 17th April, 1896. [1651]

SAILING VESSELS.  
FOR SAN FRANCISCO.  
THE 100 A. L. British Ship

"QUEEN ELIZABETH,"  
Fulton, Master, will leave here for the above Port,  
and will have quick despatch.  
For Freight, apply to  
SHEWAN & Co.  
Hongkong, 18th February, 1896. [1356]

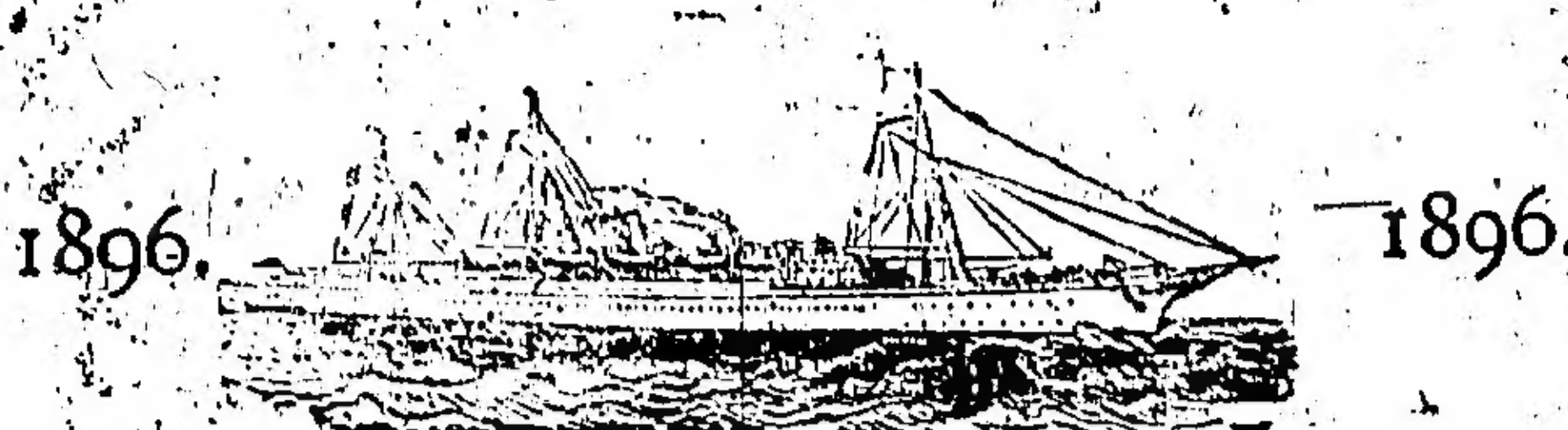
FOR NEW YORK.  
THE 100 A. L. American Ship

"T. F. OAKS,"  
E. W. Reed, Master, shortly expected from the  
North, will leave here for the above Port, and  
will have quick despatch.  
For Freight, apply to  
CARLOWITZ & Co.  
Hongkong, 27th February, 1896. [1419]

FOR NEW YORK.  
THE 3/3 L.L. American Ship

"TAM OSHANTER,"  
Peabody, Master, will leave here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
CARLOWITZ & Co.  
Hongkong, 15th March, 1896. [1641]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1896. SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPEROR OF INDIA, Comdr. H. Pybus, R.N.R. .... WEDNESDAY, 29th April.  
EMPEROR OF JAPAN, Comdr. G. A. Lee, R.N.R. .... WEDNESDAY, 30th May.  
EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R. .... WEDNESDAY, 10th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF  
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 11  
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL  
TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent  
FROM THE PACIFIC TO THE ATLANTIC, WITHOUT CHANGE. Close connection is  
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return  
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan  
Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,  
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,  
£100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition)  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Paddar's Street. [3]

Occidental & Orien-  
tal Steamship  
Company.  
TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
Proposed SAILINGS FROM HONGKONG.  
Belge (via Nagasaki,  
Kobe, Inland Sea &  
Yokohama) ..... Sunday, 3rd May,  
at Daylight.  
City of Rio de Janeiro  
(via Nagasaki, Kobe,  
Inland Sea & Yoko-  
hama) ..... Thursday, 21st May,  
at Noon.  
City of Peking (via  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) ..... Sunday, 7th June,  
at Daylight.

THE U. S. Mail Steamship  
"PERU"  
will be despatched for SAN FRANCISCO, via  
NAGASAKI, KOBE, INLAND SEA AND  
YOKOHAMA, on SUNDAY, the 3rd May, 1896,  
at Daylight, taking Passengers, and Freight for  
Japan, the United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO  
GRANDE, and NORTHERN PACIFIC RAIL-  
WAYS; also the CANADIAN PACIFIC RAIL-  
WAY on payment of £4 in addition to the  
regular tariff rate.

Passengers holding Orders FOR OVERLAND  
CITIES in the United States have, between  
SAN FRANCISCO and CHICAGO, the option  
of the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and  
RIO GRANDE, and other direct connecting  
Railways, and from Chicago to destination the  
choice of direct lines.

Particulars of the various routes can be  
had on application.  
Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.  
Consular Invoices to accompany Cargo des-  
tined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.  
J. S. VAN BUREN, Agent.  
Hongkong, 8th April, 1896. [12]

NOTICE.  
THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

JEYES  
FLUID  
THE BEST  
DISINFECTANT.  
AVOID ALL RISK OF OUTBREAK BY  
ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings.  
Hongkong, 20th March, 1896. [16]

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK.  
AT  
REASONABLE PRICES.  
Hongkong, 20th March, 1896. [141]

## Mails.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.  
STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATAVIA,  
PERMAN, COLOMBO, CONTINENTAL and  
AMERICAN PORTS.

THE Steamship  
"PESHAUWUR,"  
Captain F. J. Cole, carrying Her Majesty's  
Mails, will be despatched from this for  
BOMBAY, &c., on THURSDAY, the 23rd  
April, at Noon, taking Passengers and Cargo  
for the above Ports. This steamer connects at  
Bombay with the S.S. Carlsberg, leaving that  
port on the 16th May for London direct.

Silk and Valuable, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 9th April, 1896. [431]

NORDEUTSCHER LLOYD.  
NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG,  
PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.  
N.B.—Cargo can be taken on THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)  
Sachem ..... Tuesday ... 28th April.  
Karlsruhe ..... Tuesday ... 26th May.  
Prins Hendrik ..... Tuesday ... 23rd June.  
Frisian ..... Tuesday ... 21st July.  
Sachem ..... Tuesday ... 18th August.  
Karlsruhe ..... Tuesday ... 15th Sept.  
Prins Hendrik ..... Tuesday ... 13th Oct.  
Frisian ..... Tuesday ... 10th Nov.

ON TUESDAY, the 28th day of April,  
1896, at 9 A.M., the Company's Steamship  
"SACHSEN," Captain H. Sopner, with  
MAILS, PASSENGERS, SPECIE and CARGO,  
will leave this Port as above, calling at NAPLES  
and GENOA.

Shipping Orders will be granted till NOON on  
SATURDAY, the 25th April. Cargo and Specie  
will be received on board until 5 P.M. on MONDAY  
the 27th April, and Parcels will be received at  
the Agency's Office until NOON on MONDAY, the  
27th April. Contents of Packages as required.  
Big Parcel Receipts will be signed for less than  
£50 and Parcels should not exceed Two Feet  
Cube in Measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and a Stewardess.  
Linen can be washed on board.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 4th April, 1896. [1600]

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.  
VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to  
the very cheap rates offered by this Line  
to the PACIFIC COAST and to the INTERIOR and  
EASTERN CITIES of the UNITED STATES and  
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table,  
Doctors and STEWARDESSES carried.  
HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK route. Passen-  
gers to EUROPE may proceed by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.

PROPOSED SAILINGS FROM  
HONGKONG.  
(SUBJECT TO ALTERATION.)  
Victoria ..... 2,167 | Thursday | April 30.  
Olympia ..... 2,608 | Monday | May 18.  
Strathlin ..... 2,439 | Friday | June 5.  
Tacoma ..... 2,549 | Tuesday | June 23.  
Victoria ..... 3,167 | Saturday | July 11.  
Olympia ..... 2,608 | Wednesday | July 29.

THE Steamship  
"VICTORIA,"  
Captain J. Pantou, R.N.R., sailing at Noon, on  
THURSDAY, the 30th April, will proceed to  
VICTORIA, B.C., and TACOMA, Wash., via  
SHANGHAI, KOBE and YOKOHAMA.  
Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.

Consular Invoices of Goods for United States  
Ports should be in quadruplicate, and one  
copy must be sent for ward by the steamer to  
the care of the Freight Agent, Northern Pacific  
Railroad, Tacoma, Wash.  
Parcels must be sent to our Office (with address  
marked in full) by 5 P.M. on the day previous to  
sailing.

For further information as to Passage or  
Freight, apply to  
DODWELL, CARLILL & Co.,  
General Agents.  
Hongkong, 15th April, 1896. [4]

Printed and Published by CHENEY  
DUNCAN at the "Telegraph" Press, No. 7, Praya  
Central, Hongkong.